

IN THE RAILROAD WORLD

M. K. & T. SPENDS
MILLION DOLLARS
ON FAST TRAIN"KATY LIMITED" RANKS AS ONE
OF FINEST IN UNITED
STATES

NEW EQUIPMENT USED

Everything From Engines to Last
Car Just Out of Shops—Actual Cost
Was \$958,000—Will Reduce Run-
ning Time Between St. Louis and
Texas Points.

The Missouri, Kansas & Texas Railway company is the latest system to enter the contest for the finest limited train in the United States. Its new "Katy Limited," which made its initial trip this week between San Antonio and Dallas, Texas, and St. Louis, is said to be the most luxurious train in point of equipment in America.

Regardless of whether this be true or untrue, it is certain that in several respects, at least, the equipment is superior to that of any regular train in this country. Every bit of it is just from the shops. The engines which pull it were "limbered up" on short runs during last month immediately after receipt from the makers, and saw regular service for the first time this week. Furthermore, there is not even an old bolt in the day coaches, and as for the sleeping cars, they came direct from the Pullman shops September 23, and are the best which that company has made.

This service was inaugurated that Texans and Oklahomans might have a fast train for St. Louis via the Katy route every twelve hours. Heretofore they have had only one fast train every twenty-four hours, the Katy Flyer. The time made by the "Limited" is the same as that made by the "Flyer"—about twenty-three hours from Dallas—but it was demonstrated on the first trip to the satisfaction of the railroad officials that the great new engines can do much better with the "Limited," and it is probable that a shorter schedule will be arranged. The engineers often permitted their iron steeds to "loaf" in order to keep to the schedule.

To establish this service an investment of \$958,000 was necessary, that being the cost of the equipment for the four trains now speeding over the rails of the Katy system. This equipment consists of sixteen ten-wheel locomotives of the latest design, costing \$16,000 each; seven seventy-foot steel underframe baggage cars, \$7,000 each; two combination coach and baggage cars, \$9,000 each; ten coaches, \$10,000 each; cafe car, built at the Katy's shops in Sedalia, Mo., at a cost of \$18,000; four observation cars and ten twelve-section drawing room sleeping cars, average cost, \$25,000 each. The total cost of the equipment, exclusive of the sleeping cars, is \$558,000, and of the sleepers themselves, \$400,000.

The sleeping cars are of the best constructed by the Pullman company. The observation cars are known as the ten-section library-observation-sleeper type. They are steel built, having extra wide platforms and vestibules. The trucks are all of steel, have six wheels with 5x9 journals. The brakes are Westinghouse brakes, being of the triple high speed retaining valve type. The water system is operated by air pressure and furnishes hot and cold water. Silver finish, open plumbing and dental lavatories are features of the dressing room equipment. Electricity lights the

bodies of the cars, and there are two lights in each berth, uppers as well as lowers. There are electric fans in the observation end and in the smoking compartment. The inside finish is of mahogany, South American redwood and mahogany.

As for the regular sleepers, they are standard twelve-section drawing room cars, built with steel platforms throughout, wide vestibules and all steel trucks. They are equipped with the latest improved triple action air brakes of Westinghouse design. The woodwork is the same as that in the observation cars. Heating is by live steam from the engine, and the fitting is such that the heat can be cut out of the smoking room, drawing room or any individual section of the car. There is green plush upholstery with carpets, drapery and curtains in harmony. The arms of the seats are curved, this making them more comfortable than those in the old style sleepers. Another improvement is found in the arrangement of the seats, these being placed so that baggage can be placed under them where it will be out of the way. The old style cathedral art glass formerly used in the dressing rooms and passageways has given way to white prism glass, the effect being at once striking and pleasing. The electric fans are arranged for two speeds and are operated by push buttons. The current is generated by an axle device which is mounted by a storage battery, the last to be used when the car remains for any length of time at a station.

What is regarded as the most pleasing feature of the new cars is the arrangement of the dressing rooms for women. These are nearly twice the size of those found in the old cars; are finished in white enamel, and have two silver washstands, dental lavatory and hot and cold water. The arrangement is such that there is ample room for four persons to complete their toilet in comfort and without crowding or interference. All doors on the sleepers have the latest thing in door checks, which prevent slamming, and are a safeguard against accidents.

The other equipment is well described in the specifications, which read:

"The baggage, coach and chair car equipment represents the very highest type of modern construction. There are steel underframes, heavy reinforced steel ends, solid steel trucks throughout and steel-tired wheels.

"The chair cars have a seating capacity of fifty-eight persons, there being fifty-two chairs in the main section and six seats in the smoking room. The lighting is with seven mantle Pintsch gas counter lamps, two bracket lamps and two double frame Pintsch gas vestibule lamps. The heating is by steam direct from the engine, in connection with one double coil Baker heater. There are three toilet rooms in each chair car and one washstand in the ladies' toilet. Pintsch gas is furnished from two gas receivers under the car. The brakes are the Westinghouse high speed automatic type.

"The combination cars have a seating capacity of forty-eight persons each, and there is a thirty-foot compartment for baggage.

"Seventy-seven feet over the buffers is the length of the coaches. The length over the sills is seventy feet. The seating capacity is eighty-four people. The vestibules are wide. There are standard steel frames for a double cast steel body bolster. Westinghouse triple draft air brakes are used. Illumination is furnished by five single mantle Pintsch center lamps in the body of the car, two two-flame lights of the same type in the vestibules and gas brackets in the toilet rooms. The heating is direct steam from the engine, augmented by two spear stoves. There are two toilet rooms, and the latest in high speed automatic air brakes are used.

"The observation cars in use are: "Ben Dearg," "Ben Macduhl," "Ben Lawers," and "Ben Venue." The names of the drawing room sleeping cars are: "Madrine," "Mermaid," "Narada," "Nirvana," "Roamer," "Randolph," "Satellite," "Tamerlane," "Tecumseh," and "Kallitan."

From end to end of the train there is not a car or piece of equipment which is not new. All of it is just from the shops. None of it had ever been used before.

RAILROAD NOTES—

Engineer E. Bailey laid off sick today.

Engineer Harry Hartley is off for a few days.

Engineer T. H. Bowen has been assigned to engine 1600.

Fireman William Cornell has been assigned to engine 1612.

Fireman H. E. Harvey is resting up for a few days, a thing it was desirable to do.

Engines 1135 and 1600, which have just been overhauled at the Topeka shops, brought a drag to this city yesterday from Raton, in charge of Conductor Raney and crew.

E. J. Price, traveling storekeeper for the Santa Fe, is in Clovis for several days.

G. A. Huff, of Alva, Oklahoma, has accepted a position as clerk at the round house at Clovis.

F. J. Stople, after spending a short vacation, has taken up his duties again as time keeper at the shops in Clovis.

James Kieley, master mechanic, left Clovis for Raton, N. M., to accompany his family to Clovis to make their home.

Engineer Henry Rensing, of the switch engine is off for a few days, being at home preparing for a hard winter.

W. E. Barlow, round house foreman there, left Clovis for Pueblo, Mr. Barlow expects to move his family to Clovis in the near future.

Brakeman H. P. Kirkpatrick, of Conductor J. F. Mulhern's passenger crew, has returned from Dayton, Ohio, in which city he placed a son at school.

"Red" McLaughlin, a Santa Fe conductor at Albuquerque, stopped off a short while in Raton to visit friends while on his way home from an extensive eastern visit.

The Pennsylvania railroad has placed orders for 200,360 tons of steel rails for its 1910 requirements. The price is said to be \$28 a ton and the total of the order is \$5,609,000.

John C. Sears, division storekeeper at San Marcial, arrived at Raton for a brief visit, and was accompanied on his return trip by Mrs. Sears, who will make a considerable stay at that place.

Mrs. Jessie Miller returned to Albuquerque from Gallup where she attended initiation of Eastern Star candidates. Mrs. Miller is the wife of Conductor Miller of the Santa Fe coast line service.

A nice ten-pound baby boy was born to Mr. and Mrs. J. H. Green at Raton. The Santa Fe officer says that this, making an even half dozen children, he thinks he should be treated, instead of being expected to treat.

Conductor James Purcell and crew brought in No. 10 from Albuquerque yesterday afternoon and almost immediately left in return to that city, handling No. 2 passenger train. With the timely assistance of the engineers.

Announcement is made that the Union Pacific railway intends to carry forward the betterment of its lines in Colorado and the west as was originally planned by Mr. Harriman before his death. These improvements include the building of several cut-offs and the construction of shops in Denver.

Brakemen McKinney and Rose, who came to this city from Pueblo to secure positions here, have returned to the Colorado city, not being in circumstances to maintain themselves on the road till next pay day. It would seem from their action that the men have stand-offs in Pueblo all right enough.

J. O. James, of Raton, received a very painful injury one day last week, being struck in the eye and side of the face by a flying piece of metal. Mrs. James is a machinist in the Santa Fe shops in the Gas city and was hurt while at work, but fortunately the damaged eye is the one in which he has already lost the sight.

J. R. Skidmore returned to Raton from La Junta, where he had been in the hospital for some time past as a result of being run down by a switch engine while on duty. Mr. Skidmore's friends will be glad to learn that he is able to be up again, even if it is on crutches, and hope that he will soon be able to lay them aside entirely.

Chief Dispatcher Butler, of San Bernardino, Cal., will spend his annual vacation of two weeks in touring the division, a portion of the time in company with Superintendent Hitchcock.

C. W. Smith, who has been acting in the capacity of night chief, will continue at the head of the night force until Mr. Butler returns, when Mr. Quirk will again take up his regular duties.

J. Fred Anton, the new transportation inspector on the New Mexico division, left Las Vegas this morning for Albuquerque and intervening stations on No. 39. Anton does nearly all his traveling on freight trains and could easily be mistaken with his overalls on for a brakeman on a local freight which stops at small stations and nearly every water tank to unload stuff. But Anton draws a much handsomer salary than when general yardmaster here.

A party of officials of the Kansas City, Mexico & Orient railroad had a conference with representative citizens of Del Rio, Texas, the other day, with a view of arranging for building a branch line through that town and across the Rio Grande into Mexico to a connection with the Mexican International railroad. The proposed branch will leave the main line at San Angelo, and will be about 225 miles long. The survey has already been made.

The Colorado Midland will inaugurate a dining car service between Denver and Colorado Springs on its west-bound train October 3. The dining car will be attached to train No. 3, which now leaves Denver for the west at 6:45 o'clock p. m., but which after October 3 will leave Denver at 6 p. m. The train eastbound, which arrives in Denver at 8:10 o'clock a. m., will also carry a dining car. The improvement is one that will be considerably appreciated by the traveling public.

With more liberal railroad rates than for two or three years, there is ample promise of a record attendance from out of Kansas City at the Fiesta of Pallas festivities next week. The reduced railroad rates are on a basis of one fare for the round trip within a radius of 200 miles of Kansas City on all lines. This includes points in Kansas, Nebraska and Missouri. Arrangements have been made to sell tickets from points beyond the 200-mile zone based on the regular fare where no reduced rates obtain and at the reduced rate within the 200-mile radius. This adds Oklahoma, Colorado, Arkansas, Texas

Not Sisters

Now and again you see two women passing down the street who look like sisters. You are astonished to learn that they are mother and daughter, and you realize that a woman at forty or forty-five ought to be at her finest and fairest. Why isn't it so? The general health of woman is so intimately associated with the local health of the essentially feminine organs that there can be no red cheeks and round form where there is female weakness.

Women who have suffered from this trouble have found prompt relief and cure in the use of Dr. Pierce's Favorite Prescription. It gives vigor and vitality to the organs of womanhood. It clears the complexion, brightens the eyes and reddens the cheeks.

No alcohol, or habit-forming drugs is contained in "Favorite Prescription." Any sick woman may consult Dr. Pierce by letter, free. Every letter is held as sacredly confidential, and answered in a plain envelope. Address: World's Dispensary Medical Association, Dr. R. V. Pierce, Pres., Buffalo, N. Y.



and Louisiana to the list of states in which the low rates will obtain. The reduced rate tickets will go on sale October 4 and continue on sale until October 8, with the final return limit October 11. "We will have more business than we can handle," George W. Hagenbuch, general agent of the passenger department of the Atchafalaya, Topeka & Santa Fe railroad at Kansas City, said the other morning. "The people in our territory have had a prosperous year and I look for a larger crowd than we have ever had in Kansas City before." Passenger officials of other roads made similar predictions.

W. T. Quirk, night chief dispatcher for the Santa Fe at San Bernardino, Cal., is again on duty after an absence of nearly a month in Illinois. He returned Sunday morning together with his family, and immediately took charge of the desk of J. E. Butler, day chief, who is now on his vacation. Mrs. Quirk was called to Illinois by the serious illness of her mother, Mrs. Theodore Schaar, at Beardstown, and during their presence there she died. Mr. Quirk spent some time in visiting relatives and friends in various parts of the state before leaving on his return trip.

Joseph McCaffrey, formerly chief bell boy at the Alvarado hotel in Albuquerque, but for the past several months clerk at the Harvey house at Deming, has returned to his home in the Duke city to recuperate from injuries sustained as the result of a fall received from a bronco about a week ago. Joe was riding a cayuse around the outskirts of the Windmill city, when the animal rushed headlong into a barbed wire fence. When the dust had cleared away young McCaffrey had a broken collar bone and a few other minor injuries. The young man is on the mend, however, and will be as good as new within a week or ten days.

Two deaths, fifty freight cars attached and traffic of all kinds held up for about ten hours, were the results of a head-on collision of two freight

trains on the Southern Pacific a short distance west of Yuma Tuesday morning at 2 o'clock, says the Tucson Citizen of the 27th. The men killed were tramps who were stealing rides on the trains. The engineers and firemen on both trains saved themselves by jumping. None of the tramps were injured. From outside sources it was learned that the men, whose names are as yet unknown to the authorities, were killed. They are said to have been stealing a ride over the road. The cause of the accident is said to be due to the fact that the operator at Yuma failed to receive certain orders; according to his statement, but just where the blame rests has not yet been disclosed.

A roundup of alleged railroad thieves was made at Pueblo, Colo., Tuesday morning when Special Agents P. J. Cox, R. J. Shores, Joan Grome and Arthur G. Huff arrested thirty Italians who are charged with stealing materials from the Missouri Pacific Railroad company, which aggregate in value \$2,000. The robberies have all occurred within sixty days, and include every known article on the railroad. Dining cars had been broken open as well as the machine shops. Much property was recovered, consisting of silverware, blankets, lanterns and valuable tools. It is the biggest roundup of alleged railroad thieves ever made at one time in that city.

The directors of the Kansas City Terminal Railway company, the corporation that is to build and operate the new \$20,000,000 union passenger station and freight terminals in Kansas City, brushed aside all remaining clouds hanging over that project at a meeting in the offices of President Winchell of the Rock Island road in Chicago, by accepting the ordinance ratified by popular vote at a special election in Kansas City, September 9. This action by the directors is believed to make a certainty that dirt will be flying on the project within sixty days, and sooner if the necessary details of acquiring about \$2,000,000 worth of property in the vicinity of the

site chosen for the station, awarding the contracts for the terminals and approving the plans being redrawn by Architect Jarvis Hunt of Chicago for the building, can be carried out without delay.

It's A Top Notch Doer
Great deeds compel regard. The world crowns its doers. That's why the American people have crowned Dr. King's New Discovery, the king of throat and lung remedies. Every atom is a health force. It kills germs, and cures colds and influenza. It heals cough-racked membranes and coughing stops. Sore, inflamed bronchial tubes and lungs are cured and hemorrhages cease. Dr. Geo. More, Black Jack, N. C., writes "It cured me of lung trouble, pronounced hopeless by all doctors." 50c, \$1.00. Trial bottle free. Guaranteed by all druggists.

And every woman is proud of her husband—for a time.

SUFFERING ENDED

E. G. Murphy Sells the Remedy That Cured Stomach Trouble of 14 Years

And best of all E. G. Murphy guarantees it to cure you or money back. Read this:

"I have been a great sufferer for 14 years, everything I ate gave me heartburns. I have never been able to get anything that would give me any relief until a friend of mine insisted on my taking Mi-o-na. I took a 50 cent box and I believe I am entirely well." F. M. Bryant, Newman, Ga., June 5th.

Mi-o-na is not a nostrum; it is the prescription of a celebrated physician who is a specialist in stomach diseases.

One clever woman calls Mi-o-na the Sunshine Prescription because it changed her from a miserable, nervous dyspeptic into a bright, healthy, happy woman in a few weeks.

These little Mi-o-na tablets are surely wonder workers. They absolutely cure indigestion whether acute or chronic.

They stop belching, gas in stomach, and heaviness, in a few minutes. Distress after eating vanishes as if by magic when one or two little Mi-o-na tablets are swallowed.

Only 50 cents a box at leading druggists everywhere, and in East Las Vegas by E. G. Murphy. Test sample free from Booth's Mi-o-na, Buffalo, N. Y.

HYOMEI

(Pronounced High-O-Me)
Cures catarrh or money back. Just breathe it in. Complete outfit, including inhaler \$1. Extra bottles 50c. Druggists.

BAD BLOOD

"Before I began using Cascarets, I had a bad complexion, pimples on my face, and my food was not digested as it should have been. Now I am entirely well, and the pimples have all disappeared from my face. I can truthfully say that Cascarets are just as advertised. I have taken only two boxes of them." Clarence R. Griffin, Sheridan, Ind.



Pleasant, Palatable, Potent, Taste Good, Do Good, Never Sickens, Weakens or Grips, No. 2c. See Notes sold in bulk. The genuine tablet stamped "C.C." Guaranteed to cure or your money back. Sterling Remedy Co., Chicago or N.Y. 60c ANNUAL SALE, TEN MILLION BOXES

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A HOUSE? A LOT? A HORSE?
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New Mexico's
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ESTABLISHED 1862
11,000
Sq. Feet of
Floor SpaceKnit
Garments

are very comfortable these cool mornings and Sweaters are much in demand.

These popular garments have never been neater, more attractive than this season.

We carry a large line including all desirable colors and color combinations, ranging in length from 27-inches to 42 inches. Prices from \$3.00 to \$10.00.

We also have a nice line of Misses Sweaters.

KNIT SKIRTS

Close fitting, warm and comfortable, knit skirts are the most desirable undergarments. They come in a large variety of staple colors, and white, in several different weights and at prices which make them especially desirable.

Children's Dresses

Can now be had for less than you can make. Ready made dresses have style and finish which can never be attained in the home-made garment. Then you save all the trouble and worry of making. Children's ready-to-wear garments of today are made with as great care, in both fit and workmanship, as are the ladies' garments. They fit well, are neat and dressy and above all, wear well. Then, why make them?

We carry a large and complete line of these garments, in all sizes from 3 to 14 years. They come in a large variety of materials, such as Percale, Gingham, Chambray, Galatea, Poplin and Fancy Worsteds and almost any style you may wish from the perfectly plain little dress at 65c to the elaborately trimmed garment at \$7.50.

Ladies'
Tailored Suits

A Suit of good quality Broadcloth, skirt in new side pleated panel effect—42-inch coat trimmed in buttons and braid, satin lined, comes in black and colors, \$17.50

A nobby Suit of striped Suiting, Trikot Suiting or Broadcloth having a pleated skirt and 42-inch coat trimmed with buttons and braid, some with Silk or Satin collars, satin lined, \$22.50

A stylish Suit in Fancy Suiting, Serge or Broadcloth, skirts with side pleated panels, 42-inch coats, either semi or tight fitting, trimmed with buttons and braid, with velvet or silk collars, \$25.00

A very pretty Suit made from Fancy Suiting or Broadcloth, side pleated skirt, 46-inch coat either semi or tight fitting, velvet collar, satin lined, \$27.50

Ladies'
Separate Skirts

A neatly made Skirt of good quality of Panama, trimmed with buttons, has fold around bottom, in black, brown and navy, \$3.50

A very dressy Skirt made from Panama or Sicilian, trimmed with Taffeta bands and jet buttons and pleated in panel effects, in black, brown and navy, \$6.50

A pretty Skirt made from Panama or Serge in a new plaited model, trimmed with jet buttons—others, plain, eleven gored, trimmed with buttons to match, black and colors, \$7.50

A very popular Skirt, made from Panama, Sicilian or Chevron Suiting, plaited models trimmed with buttons and bias bands, \$10.50